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TUESDAY, JANUARY 25, 1921.

This New York Herald was founded by James Gordon Bennett in 1825. It remained the sole property of its founder until his death in 1865, when it passed to his son, James Gordon Bennett, Jr., who continued to own it until his death in 1919. The Herald is now owned by the Sun-Herald Corporation, which was formed in 1919 by the merger of the Sun and Herald newspapers.

The Governor's Traction Plan.

In his public utilities message Governor MILLER'S declaration that the transit problem of this city can be solved only by treating all the lines as a unified system is undebatable. Our millions of people are never going to be able to travel back and forth every day through all the parts of the greatest population centre on earth, rapidly, comfortably and cheaply, except on a closely coordinated, entirely consolidated and single controlled traction service. You might as well expect the streets of New York city to be satisfactory thoroughfares if they were money making enterprises under the possession, rules and regulations of dozens of different ownerships, syndicates and managements, all in more or less financial competition and political conflict with one another.

The Whitman Investigation.

When ex-Governor WHITMAN began his investigation for the District Attorney the wisdom of the step was not altogether clear to us. Our misgiving was because of the possibility that Mr. WHITMAN'S activities might interfere with, or detract from, the success of the Lockwood committee. Secondary investigations are not infrequently started with the motive of preventing or detracting from the success of some other inquiry. The Whitman investigation, initiated by District Attorney SWANN, carried with it the suspicion of a political cover. Hence The New York Herald did not greet the undertaking with any considerable measure of commendation.

We are glad to say, however, that Mr. WHITMAN'S work has thus far been so fruitful in the revelations he has given us of crookedness and incompetence in the Police Department that it fully justifies the existence of the Whitman inquiry and calls for a thoroughgoing investigation of the department all along the line, and from top to bottom.

Moreover, the trend of this investigation is so clearly mapped out that there need be no concern lest the activities of Mr. WHITMAN interfere with the results of the Lockwood committee. Each is doing a distinctive and perhaps equally important piece of work.

The people of New York will demand that the Lockwood committee go on with its investigations and will demand, too, that Mr. WHITMAN go on with his investigations. Crime and incompetency must be ferreted out and eliminated.

The criminality of the combinations working in the building trade, as revealed by the Lockwood committee, has stunned the whole community, and the greivous picture Mr. WHITMAN is throwing on the screen of the Police Department is scarcely less disturbing to the citizens of New York.

Our Record Breaking Trade.

Let no misguided patriot sit back and indulge his feelings of security and self-esteem simply because our record foreign trade for 1920 reached the stupendous figure of \$13,507,000,000. Exports of \$8,228,000,000 against imports of \$5,279,000,000 left us with a balance of trade in our favor of nearly \$3,000,000,000, one billion more than the previous four billions which we marked up as a debt against other nations.

The favorable balance of fifteen to twenty billions we have piled up in the last four or five years is a great bulwark which should protect us from future storms. But there is a limit to the height which a bulwark may reach without becoming topheavy.

Our energies have been devoted for the last five years to devising ways and means of speeding up production, enlarging our plants and extending our foreign markets. We have done many foolish things and dreamed many foolish dreams. We have, for one thing, accustomed ourselves to the belief that goods shipped abroad against promises to pay could never be anything but a benefit to ourselves and to all mankind. But our great increase in trade in 1920, due almost wholly to our increased imports, demonstrates that in part payment for what we have sent abroad we must be not only willing but able to take and consume foreign products, even in reasonable quantities.

Two hundred millions of dollars in subway bonds are maintained

out of the tax levy. It soon will be a full quarter of a billion of dollars. This stupendous debt item has to be maintained out of the tax levy because the operating companies are not able to earn their fixed charges, even their operating expenses, by millions of dollars. It also restricts the borrowing capacity of the city.

Now, besides the crippled transportation plants, the bad service and the check on new construction and equipment consequent upon this bankrupt condition of the traction companies, the particularly stupid thing about it, as concerns the people of New York city itself, is how it increases their own tax burden to the benefit of non-residents.

Everybody that rides pays the direct fare, but only the people of New York city pay the indirect tax fare. That tax fare goes into their own rent. It goes into the rent of the factories and shops, and they also must pay, because those rents go into the prices of the articles they buy. So the New Yorkers, in fact, are compelled through those taxes caused by the rapid transit deficits to pay not only their own fares, the direct nickel fares and the tax fares, but part of the fares, the tax fares, of the thousands of persons who come into this town every day from other places and through the surface, elevated and subway lines.

But this whole problem is so colossal, so colossal in its financial aspect, in its physical aspect and in its social aspect, that Governor MILLER does not offer either an arbitrary or an instantaneous plan. What he does urge is an immediate beginning with the fundamental principle which alone can bring a final solution. The foundation of this question depends upon a single commission, a single authority, with undivided responsibility, full power and unescapable obligation to get on the job, go ahead with the work of making the inventory and uncovering the facts, providing the necessary ways and means and then delivering the rapid transit system which is imperative to the needs of the greatest city in the world.

This will be the biggest job that anybody ever tackled in New York. But it can be done.

tion with the products of our own enlarged industries.

It is a ticklish problem for us to help speed up the production of foreign countries and thus increase the avalanche of goods coming down upon our markets without wrecking our commercial and industrial structure. It cannot be done without wholehearted cooperation among all elements of capital and labor and a willingness to accept profits and wages moderate enough to make it possible for us to compete with the profits and wages abroad.

It might be better if we could see a reduction by half or three-quarters in the trade balance for 1921 rather than an increase, if the reduced balance could be achieved without paralyzing our own productive machinery. A judicious programme of investment abroad to help us continue the sale of our surplus products, together with sound liquidation at home to bring lower costs, is the combination we need to help us descend in safety from the giddy heights of the trade pyramid erected on promissory notes.

A Clear Way for Mr. Harding.

Discretion and decorum combine in giving force to the position of ELIhu Root that all direct action upon disarmament ought to be postponed until the new national Administration comes into control on March 4.

It is absurd to complain of the delay as seriously hurtful to the cause. March 4 is less than six weeks distant; nothing substantial could be accomplished in that time and the only effect of the adoption of the amended Borah resolution now, and of immediate compliance with its terms by President Wilson, would be to saddle President Harding and his Cabinet with a situation for which they could not possibly be held responsible.

Reduction of armament the world over is a longing of all the peoples. None desires it on a sound, safe basis more than the American people. But it is one of the most difficult and intricate of problems, and the American people are never going to back any disarmament programme which is not absolutely right for the overshadowing interests of this country.

Conjecture in Washington has it that Mr. Root addressed his letter to the House Naval Affairs Committee as spokesman for Mr. HARDING, and there is much guessing as to whether the incident marks him as the coming Secretary of State. In fact, either possibility is of only minor consequence. Mr. Root's argument stands on its own merits: the precise method of procedure toward disarmament should be determined "after and not before Mr. HARDING and his Secretary of State have had an opportunity to inform themselves and to reach conclusions as to the way which affords the best prospect of success."

That this is the opinion of the President-elect the country may be sure. Speaking at Marion within a few days, Mr. HARDING said the "becoming" the "seemly" course on President Wilson's part would obviously be to refrain from calling any conference in advance of the inauguration. These adjectives may well be strengthened to read "obligatory" or "imperative" as applied to the Congress, its members and its committees. Controlled as they are by his political allies, the last thing he can do with propriety is to create embarrassments for the new President or attempt to anticipate his decisions or circumstances in any way.

Ed Geers Has a Birthday.

EDWARD F. GEERS, dean among the drivers of trotting horses, is 70 to-day. Everybody with a knowledge of his long and honorable career as a reinsman will join in wishing the silent Tennesseean many happy returns of the day and additional years of usefulness in the profession to which he has been an ornament for fifty years.

Mr. GEERS began at the bottom of the ladder in the days when 2:20 trotters were not common. He made his way to the head of his craft and engaged the attention and affection of the American public interested in the harness horse by his unserving loyalty to the interests of those he served and the determination to be first, second or third at the finish with every horse entrusted to his care in a race. These qualities have won for him the respect and admiration of all connected in the remotest way with the light harness horse interests of the United States.

While Mr. GEERS had acquired a considerable reputation as a driver prior to joining the stable of the late CECIL J. HAMILIN of Buffalo, who established at his Village Farm near East Aurora a stud which was famous for the beauty as well as the speed of its products, it was as a part of that outfit that the Tennessee "reinsman" became a national figure. To Nightingale, a lovely but headstrong daughter of Manbrink King, he gave a record of 2:08 and made her champion of the world at two miles and also at three miles. He also developed that great pair of pacers Hal Pointer, 2:04½, and Robert J., 2:01½, but his crowning achievement while a part of the Hamlin organization was his making of the trotting gelding The Abbot, which he took as an unbalanced and none too promising prospect and drove to a record of 2:03¾, making him for a brief period the champion of the world.

On Mr. HAMILIN'S death GEERS became associated with FRANK G. JONES of Memphis, and the bulk of his work in the sulky, outside of driving a few horses of his own or for some near friend, has been in the service of that good sportsman. His campaigns with Eddie Arndale, 2:03¼; Etawah, 2:03; Napoleon Direct, 1:59½, the only horse he ever drove

below two minutes, and St. Frisco, 2:01½, will always be memorable. He won the Kentucky Futurity with Etawah and the next year took the Transylvania, setting a record for three heats in a race. How he brought St. Frisco along season after season, until his duels with that great mare Mabel Trask, 2:01½, were the features of the Grand Circuit for three years, is a matter of history, and his skill in the development of this stallion will perhaps live longest in the minds of students of the trotting horse and his achievements.

GEERS uses less physical effort in getting results than any of his rivals. He seldom resorts to the whip, but when most sphinxlike and seeming to be calling for little reserve, his charges are straining nerve and muscle to the breaking point in response to an appeal which must be telepathic in its influence. The trotting turf will miss EDWARD F. GEERS when he leaves it, but in the meantime there is comfort in the fact that he is to make the Grand Circuit of 1921.

Another Victory for the Airman.

The airman have won a victory for which columns of British cavalry, infantry and artillery have been fighting for thirty years. They have put the fear of God and the white man into the heart of the Mad Mullah so effectively that he acknowledged himself beaten and has retired so far and so deeply into the interior of Africa that he is no longer likely to trouble the European protectors of the west Red Sea coast.

A Mad Mullah has been bobbing up in the most unexpected manner at intervals of about ten years for almost a half century in different parts of the Near East. One arose in Afghanistan, who attained power greater than the Amir; another led a body of fanatical African tribes against General Gordon, and another kept the Italian and British possessions in the Red Sea regions in turmoil for years. But the present Mad Mullah is apparently the same who early last year carried on such a destructive raid in Somaliland that a combined British and Italian force was sent against him. He is none other than HAJI MOHAMMED ABUULLAH, student of the Koran and Moslem fanatic, with such a hatred of Europeans that he has found it profitable and interesting to be mad longer than any of the Mad Mullahs who have preceded him.

Before he was finally conquered by flying men he had caused the death of thousands of soldiers and natives and had devastated a wide area of Abyssinia and Somaliland. In 1903, at the time of one of his previous uprisings, he wiped out a British column which had been sent after him, killing Colonel PLUNKET and Captain OLIVER, in command of the forces, and all but twenty of the expedition. Two years afterward he met with similar success in another uprising against the British. The British and Italians usually capture most of the Mad Mullah's force and break up his hands, but he himself and a few of his lieutenants always escape.

When he goes into retirement this time it is with the memory of a white man's weapon which he had never before seen. European guns, even tanks, he was familiar with. These he was able to oppose. But against a rain of fire and shells from the air he was powerless. Before he starts again on a mad raid he will make sure that there is not one of these invincible war engines in the sky. The airman has brought peace to Abyssinia and Somaliland when no one else could, and he will no doubt continue to maintain it.

The rumors from Russia had it wrong. It is not LENINE, but hope, that is dead there.

Twenty-five plumbers were haled to court yesterday. How many of them, on arrival, had an impulse to start back to the shop to get the necessary wrench a plumber always forgets?

Just as the sentimental citizen is lamenting the Government's poverty the Secretary of the Treasury announces that he needs new vaults to hold the nation's money.

The fire losses in the United States in the period 1915-1919 inclusive, as compiled by the National Board of Fire Underwriters, amounted to \$1,416,875,845. This takes no account of indirect damages sustained on account of loss of trade, nor does it even suggest the terrible human suffering imposed by fire. The most regrettable fact about the record is that many, if not a majority, of these fires would never have occurred except for gross carelessness. Here is where real thrift should have nationwide application.

The loss of the British submarine K-5 with her crew of sixty men is a tragic reminder of the perils unavoidably associated with navigation in these seas. The success achieved by German under water boats against surface vessels in the war diverted attention from the dangers which several accidents before the war had impressed on the public mind. The men who go down in the ocean depths in submarines stake their lives on every trip they make.

A Vision of Stars.

Orion did the shiny shake
And Jupiter the tender
Indulged in a fanda-oo.
While Vega danced a saraband
And Sirius fox trotted,
And Aldebaran waltzed in skies
With constellations dotted.

Uranus shipped a Highland fling
In fashionably Scottish
The Pleiades performed quadrilles,
And Saturn tried a schottische.
Upon the pavement at my door
I slipped this icy weather
And thus it was that I beheld
The stars all dance together.

MINNA IRVING.

New York at Night.

Picturesquely Beautiful, Cape Town in South Africa Alone Rivals It.

TO THE NEW YORK HERALD: Chris Miller is very keen to lay before us the fine situation and the nocturnal beauty of Pittsburgh. The facts may well be as he says, but there is no reason why little old New York should yield to either Pittsburgh or San Francisco.

Our downtown section, rising abruptly from the bay and two rivers, offers a picturesque scene far outdoing the boasted scenes in other cities. By night the lower end of New York, whether seen from a North River ferry or an East River bridge, is less pyrotechnic than Pittsburgh from the Grand Central station, rising abruptly from the bay and two rivers, offers a picturesque scene far outdoing the boasted scenes in other cities. By night the lower end of New York, whether seen from a North River ferry or an East River bridge, is less pyrotechnic than Pittsburgh from the Grand Central station, rising abruptly from the bay and two rivers, offers a picturesque scene far outdoing the boasted scenes in other cities. 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